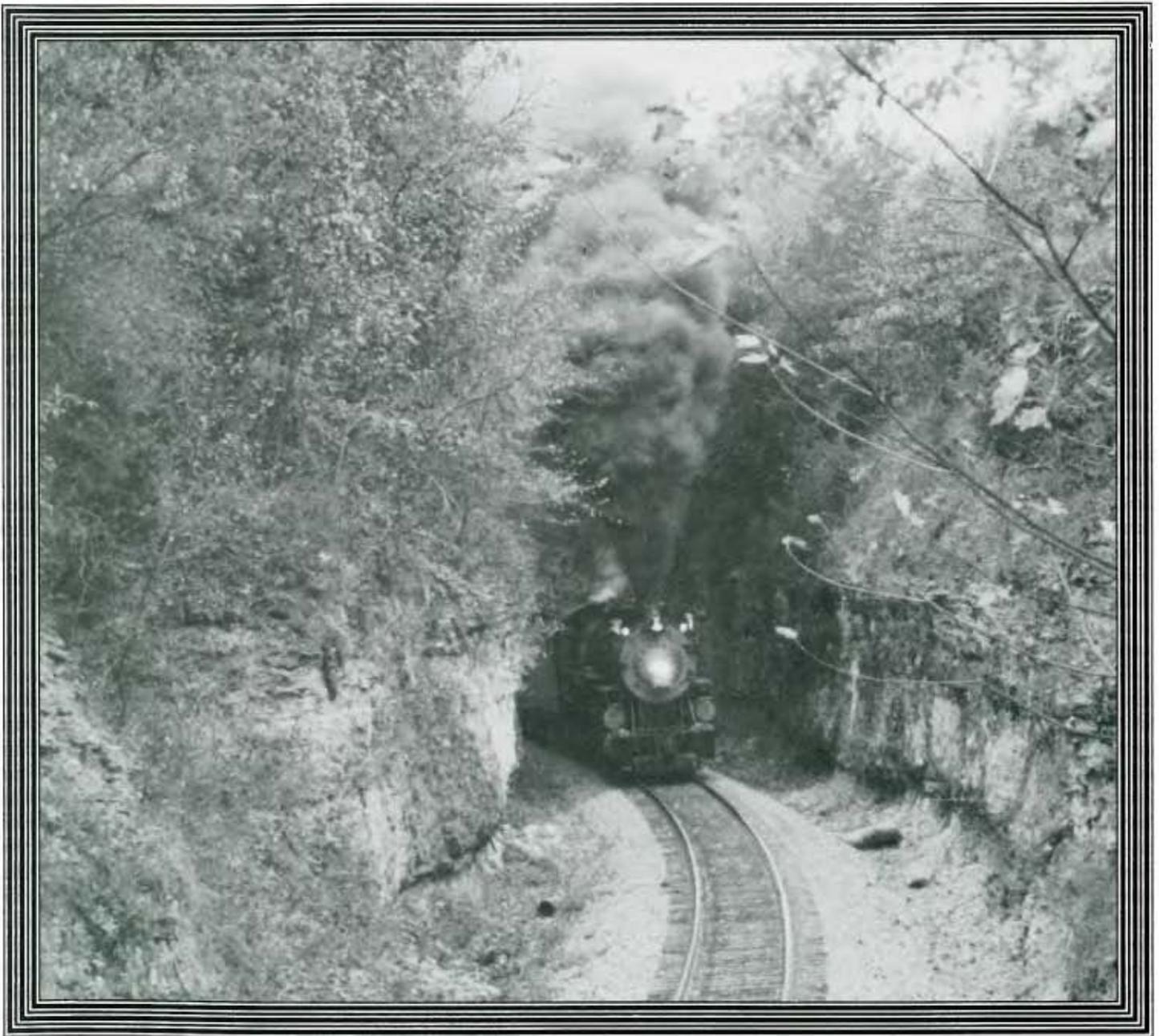


**FRISCO** **All Aboard** **FRISCO**

**FEBRUARY - MARCH**

**1992**



# FRISCO All Aboard FRISCO

VOLUME 6

February - March, 1992

NUMBER 5

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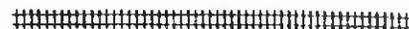
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THE



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## ABOUT THE COVER

Frisco Folk Steve Thiel captures classic Frisco steam power as 4-8-2 1522 makes the grade into Rolla, MO, October 27, 1991. See related story on p. 5.

# Frisco Folks

The Frisco Folks headline marked the section in the various company publications that reported the activities and accomplishments of company employees and their families. The Frisco was a family oriented company! The Frisco Railroad Museum Inc. is continuing that family tradition in our FRISCO FOLKS support organization, for individuals who believe in the purpose and objectives of the museum and are committed to preserving the rich heritage of the Frisco. A variety of membership levels are offered, as follows:

**SWITCHMAN:** A one year membership for a donation of \$25.00

**BRAKEMAN:** A two year membership for a donation of \$50.00.

**FIREMAN:** A three year membership for a donation of \$75.00.

**CONDUCTOR:** An expanded three year membership for a donation of \$100.00.

**ENGINEER:** A life membership for a one time donation of \$500.00 or more.



The museum is pleased to acknowledge the following membership renewals in the FRISCO FOLKS:

Lawrence Pakula.....Brakeman  
Maryland  
Don Kinney.....Switchman  
Arkansas  
Steve Counts.....Switchman  
Missouri  
Danny Nigh.....Switchman  
Missouri  
Robert W. Metcalf.....Switchman  
Missouri  
W.B. Fletcher.....Switchman  
California  
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Missouri  
Glenn Martin.....Switchman  
Missouri  
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William Lane.....Switchman  
Texas  
Wayne Porter.....Switchman  
Nebraska  
James Freeman.....Switchman  
California  
Bruce Danielson.....Switchman  
Minnesota  
Steve Roberts.....Switchman  
South Carolina  
Chris Perez.....Switchman  
Florida  
William Pollard.....Switchman  
Arkansas  
Robert Dick.....Switchman  
Missouri  
Jim Marsh.....Switchman  
Missouri  
Leroy W. Sweetland.....Switchman  
Florida  
Ed Paschal.....Switchman  
Missouri  
Doug Hughes.....Switchman  
Maryland  
B.W. Van Allen.....Switchman  
Arkansas  
Howard Rector.....Switchman  
Missouri

The museum is pleased to welcome the following new members to the FRISCO FOLKS:

Lee E. Monroe.....Engineer  
Colorado  
Charles Menley.....Fireman  
Missouri  
William C. Hogin.....Switchman  
U.S. Virgin Islands  
Raymond E. Verr.....Switchman  
Arizona  
L.L. Clerico.....Switchman  
Kansas  
Steve Talent.....Switchman  
Arizona  
Jeffery D. Knoblock.....Switchman  
Ohio  
Paul Abendroth.....Switchman  
New Jersey  
Dennis M. Barnette.....Switchman  
Mississippi

## A note from the Membership Secretary

When the museum first opened in 1986, we set as a long-term goal a net growth rate of fifty new Frisco Folks each year. June 1, 1992 will mark the end of our fifth year of operation. I am pleased to announce that as of February 1, 1992, we have reached our 1991-92 goal of 300 members! Thanks to each of you for being a very special part of our Frisco family. If it wasn't for you folks, The Frisco Railroad Museum Inc. would not be in existence!

## From the President's Desk



There was a time when I thought the phrase, "*Due to circumstances beyond our control...*" was a convenient excuse for an organization's lack of commitment, concern, or effort in providing quality products and services in a timely manner. However, since the museum opened its doors in June, 1986, I have changed my thinking and have developed a new understanding and appreciation for that phrase.

A case in point is our 1992 calendars. For the last three years (1989-90-91) we have attempted to produce a calendar replica as close to the originals issued by the Frisco as possible. The 1992 calendar (1964 calendar year) was going to continue in that same format. The layout work for the 1992 issue was completed and taken to the printer in October, 1991 so as to allow ample preparation & printing time to send it out with the December-January issue of the *ALL ABOARD*. When the calendar wasn't ready at the first of February, thus delaying the mailing of the *ALL ABOARD*, two decisions were

made. One, this year we will print our own calendar and two, we will find another printer! Both have been successfully accomplished and although, "Due to circumstances beyond our control," it's not a color rendition, please find enclosed your 1992 calendar! ☺

## CHANGE OF ADDRESS REQUESTED

In order for us to maintain current records, and so you won't miss out on receiving your *ALL ABOARD* and other museum correspondence, please notify the museum office of any change in your address and/or phone number. ☺

### FRISCO RESEARCH SERVICE

While preserving traditions and memorabilia from the Frisco is a primary goal of **The Frisco Railroad Museum Inc.**, we are also committed to establishing and maintaining a comprehensive archives of historical, technical, and photographic information about the Frisco. We are a museum and a resource center! Access to our archives is available through the *FRISCO RESEARCH SERVICE*. If a member of our Frisco Folks has a question about the history, operations, equipment, facilities, services, etc. that were a part of the Frisco, we will research their question and prepare a written report. In addition, a list will be provided of any reprints of related documentation that is available.

The Research Service is the most popular program offered by the museum and although two days a week are now being devoted solely to research, there is still a six to eight week back-log of requests.

Each request is thoroughly researched and while it takes time to process them, the end result is always quality work well worth the wait.

When you submit a request, your patience and cooperation will be greatly appreciated! ☺

# Announcing!

two new

## MEMBER INCENTIVE PROGRAMS

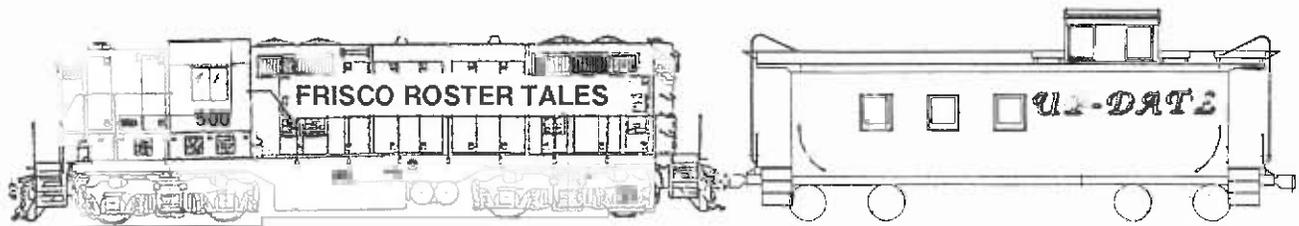
The museum is pleased to announce two new Member Incentive Programs that will benefit both our Frisco Folks family and the museum's growth & operation!

### NEW MEMBER REFERRAL

"Word-of-mouth advertising is the best advertising an organization or business can get!" We have all heard that statement and can attest to its truth. Many of our Frisco Folks have already been *spreading the word* about our museum and the programs & services we have to offer. Well, we think it's time such good advertising should be rewarded! Consequently, as of March 1, 1992, we are establishing a **NEW MEMBER REFERRAL** program. For every new member that a current member refers, they will receive a **10%** credit towards their next renewal. *EXAMPLE:* When a Switchman member refers a new member, they will receive a **\$2.50** credit on their next renewal. Refer ten new members in one year, and your next renewal is **FREE!** It's the best of two worlds: Refer new Frisco Folks and help the museum grow while, at the same time, saving yourself some **bucks!** The New Member Referral program will apply to Switchman through Conductor levels of membership.

### MEMBER RENEWAL DISCOUNT

Our Frisco Folks membership program is the life-line of our organization! We take great pride in being a 100% member supported group. When membership renewals are received in a timely manner, it helps the museum meet its financial obligations and maintain an efficient and cost effective operation. Consequently, as of March 1, 1992, all renewals that are received prior to the mailing of a second renewal notice will receive a **10%** credit towards their next renewal. *EXAMPLE:* When a Switchman member sends in their renewal prior to a second renewal notice being mailed, their next year's renewal will be **\$22.50** rather than **\$25.00**. It's not much, but every little bit counts! The 10% discount credit will always be based on the normal membership amount and is open to Switchman through Conductor levels of membership.



By  
Ken Wulfert

**EDITOR'S NOTE:** *Frisco Folk Ken Wulfert offers a status report and some personal observations on the latest run of restored Frisco "Mountain" steam locomotive No.1522. (See ROSTER TALES, December-January, 1991-92 ALL ABOARD, pp. 13-14)*

Many of you are aware that Frisco 1522 was plagued during the spring/summer of 1991 with an overheating bearing problem in her engine (*pilot*) truck. The hot bearing caused two trips to be suddenly aborted, both while on the BN. Loyal 1522's supporters worked very hard during the summer and fall to replace the friction bearings with roller bearings. On October 26-27, 1991, old friend 1522 was subjected to some trial runs on the BN to test out the new bearings. She passed all tests with high marks!

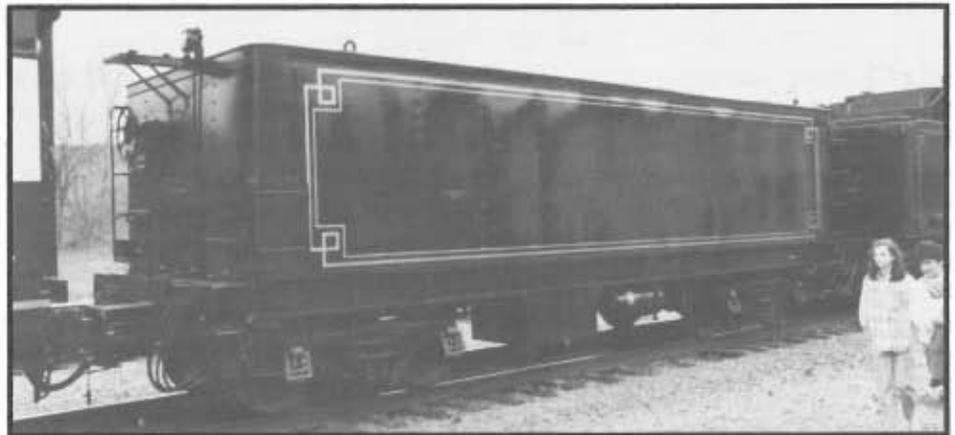
On Saturday, October 26, she ran from St. Louis to Valley Park and back for the initial tests. All went well, so on Sunday, October 27, the big Frisco 4-8-2 steamed down to Newburg, Missouri with a train of assorted freight cars, plus her auxiliary water tender and the St. Louis Steam Train Association's crew car, the *Firefly*.

As on Saturday, 1522 performed well. I was able to be in Newburg that day to see her arrival. Though late because of BN traffic, 1522 made her usual impressive show. I was quite touched by the reaction in the town to this unannounced happening. The small group of BN, SLSTA, and St. Louis NRHS people who were there to greet 1522 attracted a number of the locals to join the show. When 1522 arrived, complete with her melodious whistle - echoing across the Little Piney

valley, plus great blasts of smoke and steam and the usual ruckus of an arriving train, many more locals literally came down out of the hills to join in. As you might suspect, there was much "Frisco talk" that went on while 1522 and her train ran down to Bundy Junction to be turned on the wye, and then was serviced at Newburg. It was a great time!

I was on a tight schedule and had to leave Newburg before 1522 left to return to St. Louis. As I roared out of town, two sights caught my eye that will not be forgotten. First, wheeling down Newburg's main street, heading towards the tracks, was an old gentleman

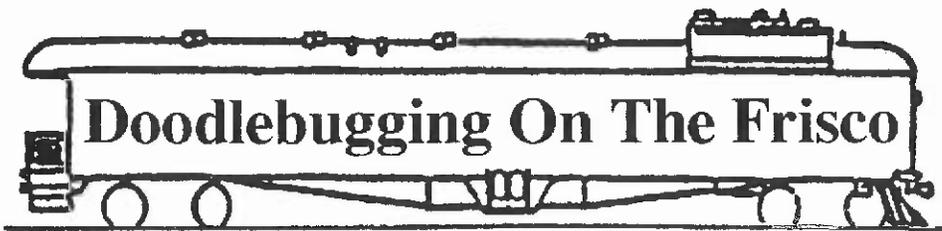
in wheel chair, moving as fast as he could so he could see the steam train before it left town. Second, I saw in my car's rear view mirror the same sight that was causing the old man to rush down to the tracks - there, centered in line with Newburg's main street, framed by the buildings, was a sight I had seen before only in photos. A Frisco steam engine was sitting on the tracks, alive, shiny, hissing and smoking, lights on, the center of attraction, ready to go about what it was destined to do. For that brief moment, Newburg, MO, MP119.1 on the Frisco's Eastern Division, was itself alive again. ☺



*St. Louis Steam Train Association's auxiliary water tender for 1522  
Newburg, MO October 27, 1991 Ken Wulfert photo*



*St. Louis Steam Train Association's "Firefly" Crew Car  
Newburg, MO October 27, 1991 Ken Wulfert photo*



On November 1, 1908, the *Gulf, Texas & Western Railway* was incorporated as a wholly owned subsidiary line of the Frisco, operating between Berwick and Whitville, TX. Stations along the line (*circa. 1936*) included: Berwick, Costin, Hensley, Jacksboro, Jean, Jermyn, Loving, Megargel, Mineral Wells, Olney, Perrin, Rendham, Salesville, Salesville Jct., Seymour, Wells, Westover, & Whitville.

Ownership was officially transferred to the Frisco in 1930, and by the end of 1940 the last remaining seventy-five miles of the line was abandoned between Jacksboro and Seymour.

In 1923 and 1924, three 42' *Model #55* gas electric motor cars were purchased from the J.C. Brill Company for service on the G.T. & W. line. No. 600 was purchased in 1923, order #21749, as a Baggage-Coach combination under AFE #3527, for \$12,963.06. No.'s 601 and 651 were

purchased in 1924, under AFE #7279 for \$15,333.80 each, order Nos. 22122 (601) and 21948 (651). Car 601 was a Baggage-Coach combination while 651 was delivered as a straight Baggage-Express unit.

The all steel cars were equipped with similar 68 HP engines: 600 a *Service Motor Truck Co.* unit; 601 a *Brill* built engine; 651 a *Midwest Engine Corp.* unit. The two Baggage-Coach cars included seating capacity for thirty-two, divided into two sections to accommodate segregated travel. The interiors were finished in Mahogany and all three units had the standard canvas covered wood roof designs.

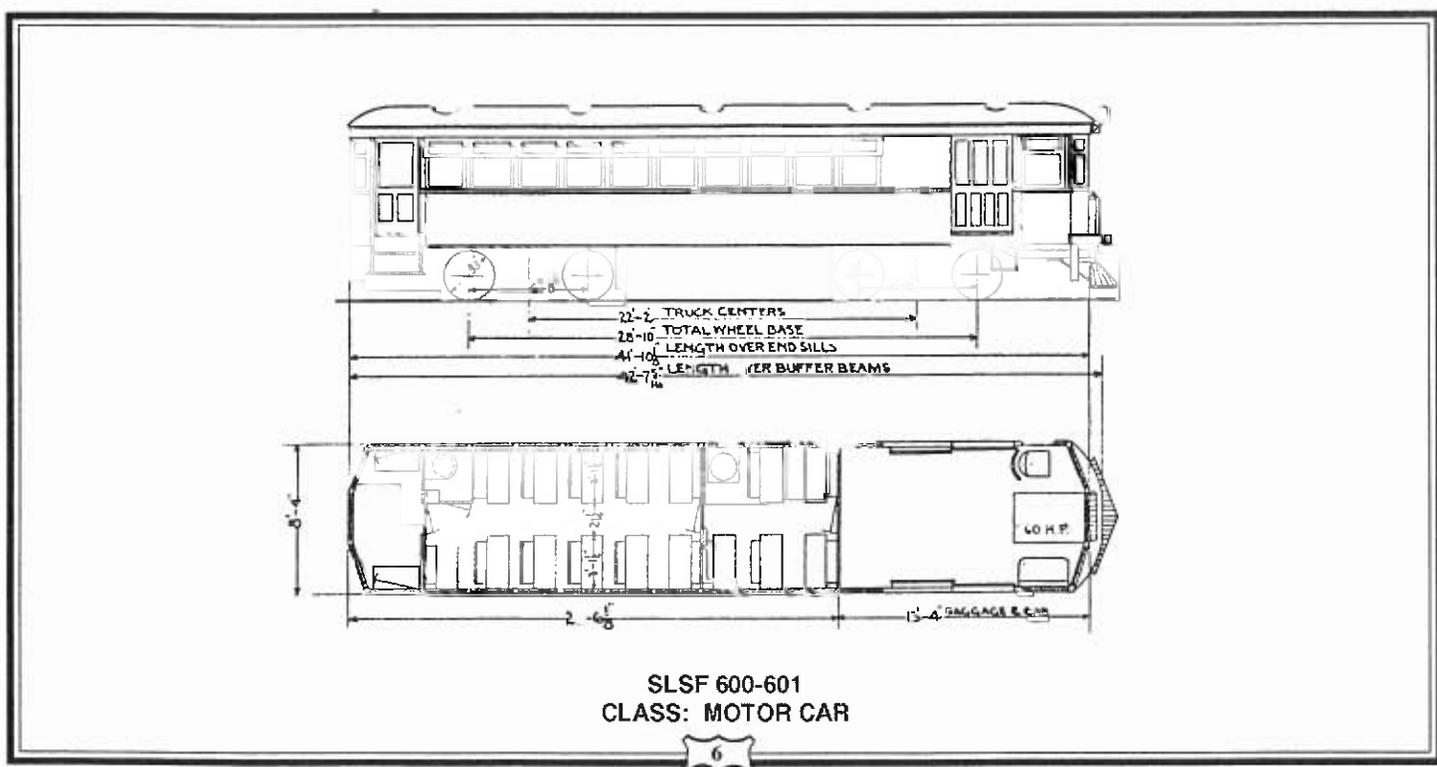
It is interesting to note that our records indicate the cars were all purchased in June, 1930, from a "Jermyn Estate." Other than possible connection with the town of Jermyn, TX, little else is currently known about this transaction. All three cars were retired from service in 1938. ☺

2 Daily AM	Miles	Frisko Lines	1 Daily PM
10 00	0 0	lv. SEYMOUR, TEX.	8 05
10 26	5 5	lv. Olyphant	7 34
10 42	11 5	lv. Rendham	7 16
10 54	17 9	lv. Westover	7 07
11 06	23 6	lv. Megargel	6 41
11 21	29 6	lv. Costin	6 37
11 43	33 6	lv. Olney	6 13
12 00	43 6	lv. Jean	5 57
12 15	52 4	lv. Loving	5 41
12 34	61 1	lv. Jermyn	5 19
12 52	75 6	lv. Berwick	5 02
1 11	83 4	lv. Jacksboro	4 44
1 24	93 7	lv. Hensley	4 28
1 46	96 0	lv. Wells	4 05
2 05	107 7	lv. Salesville	3 45
2 30	107 7	lv. MINERAL WELLS (Tex. & Pac.)	3 35
3 20	130 4	lv. Millsep.	3 09
4 16	130 4	lv. Weatherford	2 47
5 15	130 4	lv. FORT WORTH	1 55
		lv. DALLAS, TEX.	12 30 PM

First public timetable listing of G.T. & W. line, showing Motor Car service being provided on trains 1-2, August, 1930

2 Mon. Wed. Fri.	24 Thurs. Sat.	Miles	TABLE 30	1 Tues. Sat.	25 Mon. Wed. Fri.
AM	AM		St. Louis, San Francisco and Texas Railway	PM	PM
7 00	7 00	0 0	lv. Seymour, Tex.	12 10	12 30
7 22	7 46	11 5	lv. Rendham	11 13	1 53
7 25	8 00	17 9	lv. Westover	10 59	1 34
7 41	8 25	23 5	lv. Megargel	10 47	1 17
7 53	8 40	29 6	lv. Costin	10 32	12 45
8 11	9 25	35 8	lv. Olney	10 20	12 29
8 28	9 54	45 8	lv. Jean	9 54	11 38
8 48	10 15	52 4	lv. Loving	9 40	11 12
9 07	11 00	56 5	lv. Jermyn	9 25	10 45
9 17	11 16	64 0	lv. Wells	9 11	10 19
9 25	11 27	68 1	lv. Berwick	9 05	10 05
9 43	11 55	75 6	lv. Jacksboro	8 48	9 43
9 59	12 22	83 4	lv. Hensley	8 38	9 00
10 15	12 43	90 7	lv. Perrin	8 13	8 37
10 32	1 00	98 5	lv. Whitville	8 03	8 12
10 36	1 14	99 8	lv. Salesville Jct.	7 57	8 05
11 23	1 40	107 7	lv. Mineral Wells	7 55	8 00
1 00	1 20	107 7	lv. Mineral Wells (Tex. & Pac.)	7 30	7 30
1 26	1 45	116 3	lv. Millsep.		
1 51	2 10	130 4	lv. Weatherford		
2 40	3 10	130 4	lv. Fort Worth, A. & P.		
3 30	4 00	130 4	lv. Dallas, Tex., A. & P.		

Last public timetable listing of G.T. & W. line, showing both Motor Car (1-2) and Mixed Freight (24-25) service, December, 1939



## MAIL CAR



The MAIL CAR is a feature of the *ALL ABOARD* in which we attempt to answer some of the many questions that are submitted to our FRISCO RESEARCH SERVICE.

If you have a question about the equipment, facilities, or operation of the Frisco, please send them to the RESEARCH SERVICE. All request are answered individually and selected questions will appear in the MAIL CAR feature.

**QUESTION:** Can you tell me if there was ever a standard paint scheme for Frisco depots?

**ANSWER:** Finding a standard anything on the Frisco is a difficult task simply because the railroads were at the forefront of innovation and were constantly experimenting and trying new things. The scope and complexity of the Frisco Testing Lab bears witness to that. When it comes to depots, there were as many as eight different standard construction plans, and probably as many standardized paint schemes. However, the Frisco took great pains to build depots that would fit into the communities they were in. Consequently, a great deal of flexibility was given to modifying the standards.

We cannot find any standardized color scheme for Frisco depots currently in our archives. However, after reviewing over 370 color photos of Frisco stations, the scheme that emerges as the dominate style is a medium gray with white trim.

The only documentation currently on file concerning depot colors is a June 14, 1915 memo which states, "It has been decided to adopt as standard the Lazarus fireproof paint for painting roofs ... when new buildings are constructed, the shingles will be given a two-thirds dip, color... to be green." ☐



Frisco Folk Rick McClellan shares with us an assortment of modeling tricks, tips, and neat things to do that are relatively simple, inexpensive, and quick, all of which can enhance the appearance and operation of your layout.

### Power Control Panels

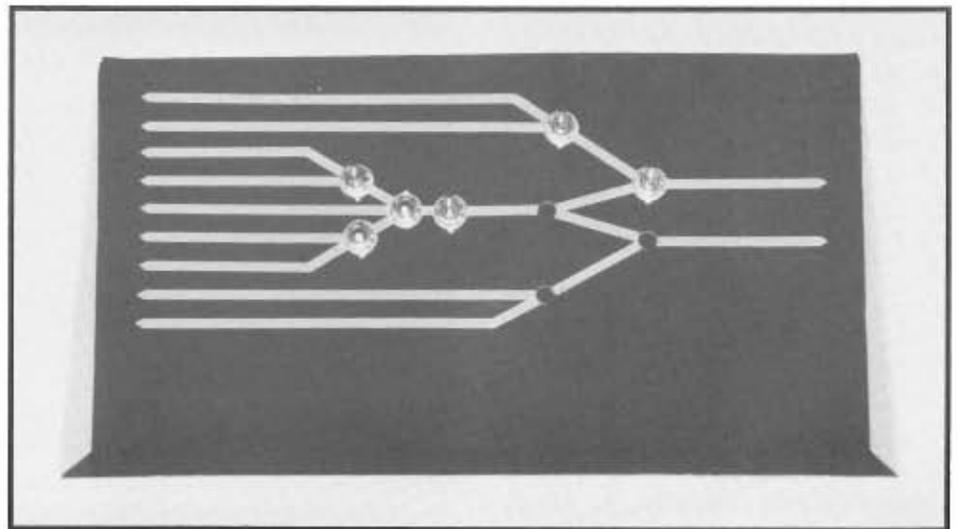
Good looking power panels are something most modelers would like to add to their layouts. After experimenting for several years, I spotted some very professional looking power panels on Doug Taylor's Pennsylvania Railroad layout. They were made of black 1/8" plastic sheets with yellow graphics. Doug shared that he obtained the plastic from a Lenexa (Kansas City area) company named *Cadillac Plastic & Chemical Co.* He used yellow chart tape and lettering obtained from a local art supply store. Armed with this information, I set out to make some of these nifty power panels for my layout.

I found that *Cadillac Plastic (9025 Lenexa Dr., Lenexa KS 66215 913-888-5950)* carried the 1/8" plastic sheeting in a wide variety of

colors and would cut it in just about any dimension. I ordered black 8" x 12" sheets that cost \$3.00 each and bought a 30 ft. roll of 1/8" yellow chart tape for \$3.50. The plastic sheets are covered on both sides with a peel away brown paper covering. I laid out the track schematic on this covering with a pencil and drilled holes for switch machine toggle switches. I recommend using a drill that is slightly larger than the diameter of the toggle switch and using a drill bit that has a starting point or guide on it to avoid the drill slipping from where you want it to go. Marking each hole position with a awl is also very helpful in preventing the drill from moving on you. Taking your time and preventing the drill from slipping on the plastic are the two most important parts of this project. The plastic sheet may shatter a bit on the back side of the plastic but it should be minimal.

Once the holes are completed, I removed one side of the paper covering and began applying the yellow chart tape. It cuts easily with a hobby knife and you may want to indicate tracks that continue by cutting the end of the tape to resemble an arrow similar to the photograph. I have not applied any lettering to my panels yet, but Doug Taylor indicated that he used dry transfer lettering and found that it adhered to the plastic quite well. He sealed his panel with a flat finish to protect the dry transfer lettering.

Power panels can be mounted



from the inside or outside of the fascia of a layout. I mounted mine from the inside and against a 1" x 2" that was cut to a 75 degree angle so the panel would be tilted a bit and make it easier for operators to see.

I have seen a lot of power panels, some really good and some really bad. This approach results in the best looking, lowest cost method I have run across. The panels are not flashy enough to dominate the layout but look good enough to compliment it.

**GOOD LUCK** and don't forget to *Ship It On The Frisco!* 🚂

**ATTENTION  
FRISCO MODELERS  
ALL SCALES!**

Got a modeling trick, tip, or neat thing to do that you would be willing to share with our readers? If so, write or call Rick:

Rick McClellan  
15405 W. 144th Terrace  
Olathe, KS 66062  
913-829-4509



**LOOKING BACKWARD** is a regular feature of the *ALL ABOARD* that takes a look back through our files at the people, equipment, facilities, operations, and events that were a part of the Frisco 25, 50, and 75 years ago.

**25 YEARS - 1967**

On March 1, 1967, #901, the first of a dozen SD-45 36000 horsepower diesel locomotives was placed in service. By January 1970, forty-nine of the road switchers were in operation on the Frisco. Following the Frisco/BN merger of 1980, the SD-45 fleet was renumbered series 6650-6696.



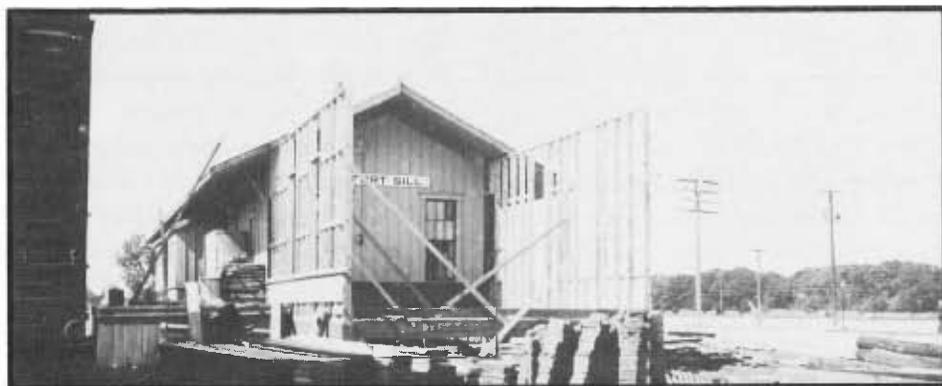
*SD-45 #901. Cherokee Yard, Tulsa, OK August 4, 1980 Troy Botts photo*

**50 YEARS - 1942**

In 1942, the passenger station at Newburg, MO was remodeled & enlarged and the depot at Ft. Sill, OK was enlarged.

**75 YEARS - 1917**

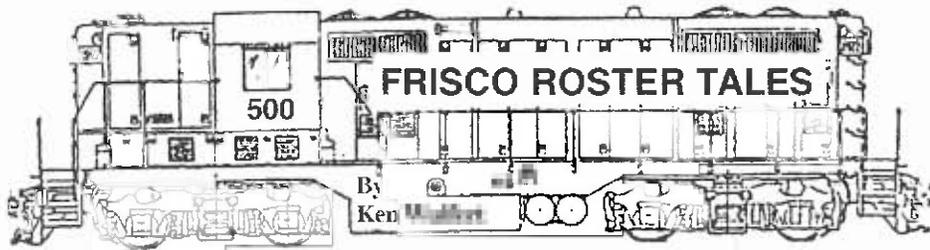
In 1917, a new combination passenger station & freight depot was constructed at Ft. Sill, OK. 🚂



*Ft. Sill, OK depot with 1942 addition "under construction" Frisco photo*



*Ft. Sill, OK depot showing 1942 addition nearing completion H.D. Connor collection*



## YARD POWER PART ONE

Railroads are fascinating things! It would be interesting to see a competent analysis of the reasons why all we railfans are so enchanted with them. For me, its easy - I like the size, the smell, the feel, the noise, the sight, the power, the engineering and the logic of impressive machines in action doing good for society. In my eyes, all of this attraction is concentrated mainly on the locomotive, the machine that seems to be the focal point of it all.

Most railfans are also attracted by locomotives, generally giving preference to big road power. To me, however, the unheralded switching or yard locomotives command the largest part of my railroad heart. They are only slightly less impressive, probably because they are smaller, but in my remembrance at least, were a lot more common. Most of the trains I remember seeing were powered by switcher type locomotives, and, I'm sure, for this reason, they occupy a slightly warmer spot in my railfan heart than do F-3's, F-7's, GP-7's, FA's, SD-45's, GP-38's, etc. I'm sure this reflects my St. Louis childhood - those of you who grew up around Dixon Hill may have a different perspective!

For this reason, and to give some attention to the Frisco's hard working yard hogs, I would like to launch a series on SLSF's switcher locomotives. As in the past, I'll concentrate on the diesels, though we may touch on their steam powered predecessors from time to time. Let's start with a discussion of Frisco's early EMD end-cab switchers, the NW-2's, SW-7's, and SW-9's.

The Frisco generally had good experience with their initial exposure to diesel power - via their Baldwin VO-660 and VO-1000 switchers, series 600-601 (60-61) and 200-237 respectively. SLSF next joined a rapidly increasing trend by purchasing EMD switchers, Model NW-2, starting in 1948. Ten units were purchased, series 250-259, followed in 1949 by six more, series 260-265. These locomotives were the third EMD models on the system, following the six E-7's, series 2000-2005, in 1947 and the first of the F-3's, series 5000-5017 & 5100-5117, in early 1948.

The 1000 HP NW-2 switchers were used throughout the Frisco system and gave excellent service. They wouldn't pull as well as the Baldwins, and their fuel consumption was below average, a two-cycle engine trait, but in terms of reliability, maintenance, versatility and sound design, they were highly regarded. As the NW-2 model evolved at EMD, it went through a number of different "phases," generally felt to be five in number. The first Frisco units, 250-259, were Phase IV models; the last group, 260-265, were Phase V. The differences were largely superficial, the most obvious one being a step-change hood reduction right in front of the cab on the Phase IV units versus a straight sloped reduction on the Phase V units.

In late 1950, along with the addition of a bunch of other new diesels, Frisco added to their EMD switcher roster with the purchase of five SW-7 units, series 300-304. In early 1952, they followed up with ten more units, this time SW-9's, series 305-314. Both of these types, which had replaced the NW-2 in EMD's catalog, delivered 1200 HP, a hefty increase over the NW-2,

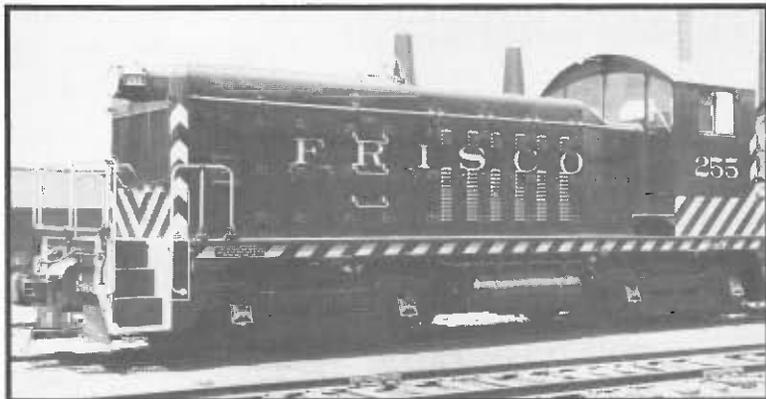
and also pulled better, more like the Baldwins, while retaining all the NW-2's many other good qualities. The SW-9's (*except for 314*) were equipped for multiple unit operation, allowing their combined use for hump duty and for heavy transfer runs at major terminals.

**EDITOR'S NOTE:** According to Frisco Folk Lee Buffington, # 314 was not equipped with MU controls because it was assigned to switching operations on the Birmingham Belt Line. Lee also shares that shortly after its arrival on company property, #314 was involved in a grade crossing accident that caught the engine on fire and required it being returned to the factory for repairs!

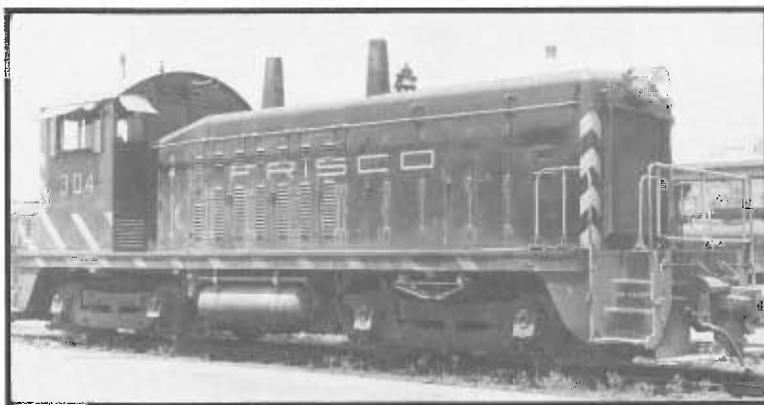
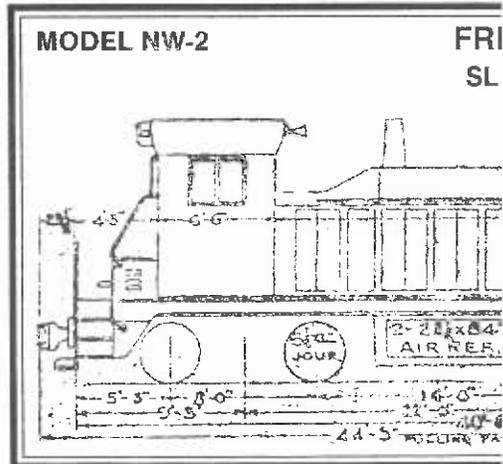
All three of these popular classes of EMD switcher locomotives were wise investments for the Frisco, as they all were reliable workers and lasted until after the 1980 SLSF merger with the BN. I understand the NW-2's were retired by the BN in 1982-83. I'm not sure of the current status of the SW-7's and the SW-9's. In any event, these locomotives were among the most successful on the Frisco roster. They worked around the clock doing the "grunt" work required to assemble the main line trains and played a major role in the Frisco scene.

We'll follow this installment of *Roster Tales* with similar discussions on the Frisco's other diesel switchers - the Baldwins, ALCo's, F-M's, later EMD's and the "Little Fellows."

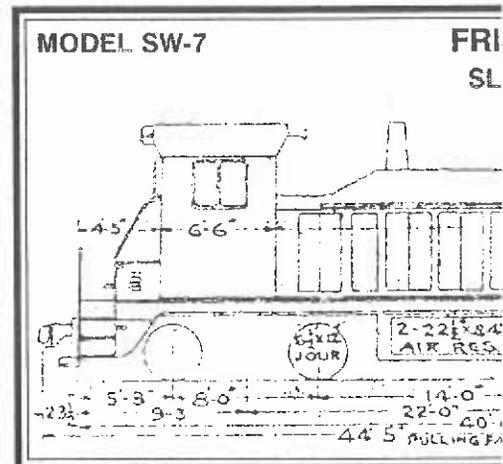
**EDITOR'S NOTE:** Following the 1980 Frisco/BN merger, the NW-2's were renumbered series 410-425; the SW-7's renumbered 75-79; and the SW-9 fleet became series 260-269. ☐☐☐



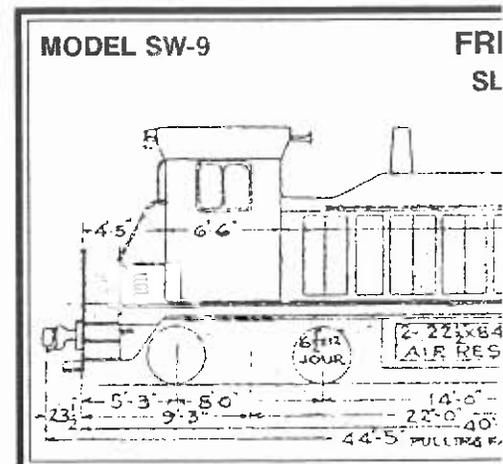
NW-2 #255 Springfield, MO May 31, 1948  
A. Johnson photo



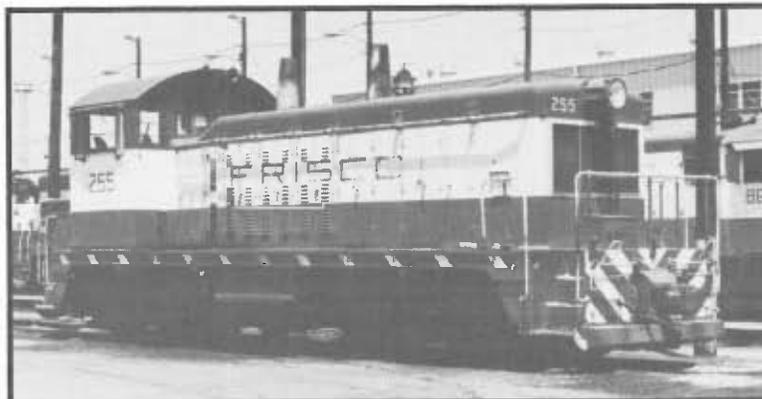
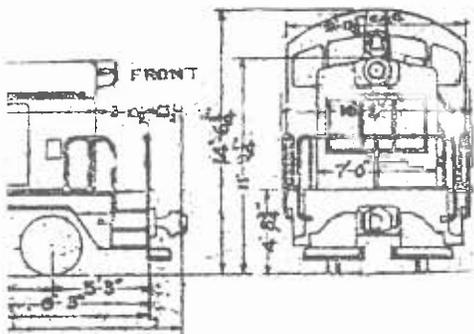
SW-7 #304 Springfield, MO November 2, 1948  
A. Johnson photo



SW-9 #312 Birmingham, AL  
Frisco photo

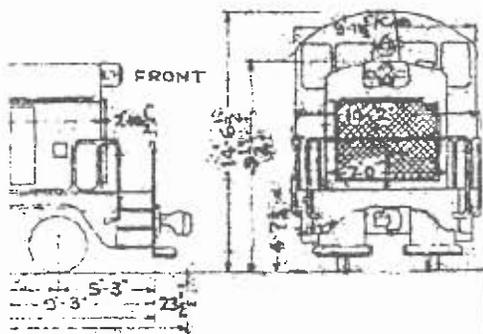


ENGINE Nos. 250-265



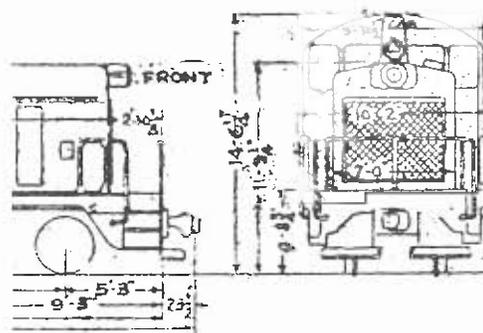
NW-2 #255 Tulsa, OK July, 1980  
Troy Botts photo

ENGINE Nos. 300-304



SW-7 #300 Kansas City, MO  
Wayne Porter photo

ENGINE Nos. 305-314



SW-9 #311 Springfield, MO North Yard  
Wayne Porter photo